

Thornton somehow found the time to apply his practical knowledge of farming, and his extraordinary grasp of engineering and mechanics, to overcome all of the difficulties he must have encountered until he produced something that raised the quality of life for countless Americans. This is a story we are proud of in southwest Georgia, and that can inspire other Americans, especially our young people. Mr. Speaker, it is, therefore, a story I want to share with our colleagues in Congress.

IN MEMORY OF DENIS NICKEL

HON. MIKE THOMPSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 24, 2001

Mr. THOMPSON of California. Mr. Speaker, I rise today to recognize the achievements of Denis Gene Nickel, a man who led a life that we can all admire and emulate. Denis devoted his life to improving the world we live in, and he realized incredible success in his efforts to save our nation's natural resources for future generations. He has left us with a legacy that demonstrates the power of partnerships and stewardship of our natural resources.

Denis gave thirty-four years of dedicated service to the Natural Resource Conservation Service. As an Area Conservationist in Santa Rosa, Denis worked extensively in the North Coast counties that I represent. His leadership in forming a coalition of local, private, state and federal agencies to manage the Mendocino County Tomki Watershed was invaluable in garnering support for such an incredibly important project in the 1st District of California.

In addition, Denis provided tremendous assistance and guidance to those involved in the viticulture industry in Napa and Sonoma counties. He was a pioneer in promoting local stewardship in the development of hillside erosion control methods—these methods are the bedrock of the methods currently used by viticulturists around the nation. The personal integrity that Denis showed in his daily work facilitated building a durable consensus of stakeholders in our nation's natural resources.

Denis was the consummate family man who enjoyed spending his time with a large extended family. He was married to his high school sweetheart, Sandi, for thirty-five years, and he was immensely proud of his three children, Wendy, Warren, and Amy.

His smile and good-natured sense of humor that his family and friends knew so well helped him to establish trusted relationships while working towards the admirable goal of sustaining America's vital resources. Denis worked not only for the benefit of the people of my district, but he has also been recognized across the country for his tremendous contributions, including his term as State Conservationist for the Natural Resources Conservation Service in Rhode Island.

Mr. Speaker, thank you for the opportunity to honor the many invaluable contributions Denis Nickel made to my district and the entire nation. We would be fortunate to have more people of Denis's integrity working towards sustaining our natural resources for future generations.

EXTENSIONS OF REMARKS

LEGISLATION TO IMPROVE TRADE RELATIONS IN THE AUTOMOTIVE SECTOR BETWEEN KOREA AND THE U.S.

HON. DALE E. KILDEE

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 24, 2001

Mr. KILDEE. Mr. Speaker, as co-chair of the House Auto Caucus with Congressman FRED UPTON, I am introducing on our behalf a concurrent resolution to express this Congress' support for improved trade relations in the automotive sector between Korea and the United States. A companion concurrent resolution is being introduced by the Senate Auto Caucus co-chairs, Senator CARL LEVIN and Senator GEORGE VOINOVICH.

For too long, Korea has kept its market closed to United States automobiles and auto parts. This must change.

Up until 1990, Korea maintained a completely closed market, and it was not until 1999, in the midst of economic crisis, that it opened its market to all manufacturers. However, it has made every effort to continue to restrict foreign motor vehicles. This is best exemplified by the facts. In the year 2000, a total of 1,057,620 motor vehicles were sold in the Republic of Korea, but only 4414 were imported and only 1268 were made in the United States. As a result, American motor vehicles represented a pathetic 0.12 percent of all motor vehicle sales in Korea.

Anticompetitive activities in Korea must stop. Threats of income tax audits on Koreans who purchase foreign automobiles must cease. Underhanded trade barriers must be lowered. Passage of this concurrent resolution will send a clear message to Korea that things must change.

I encourage all of my colleagues to support this effort to ensure fair trade and an open market for American motor vehicles in Korea. I look forward to working with colleagues to ensure its passage.

A TRIBUTE TO MR. JEFFERSON STEPHENS, JR.

HON. ADAM B. SCHIFF

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 24, 2001

Mr. SCHIFF. Mr. Speaker, I rise today to honor Mr. Jefferson Stephens, Jr., who is retiring after more than twenty years as Headmaster of the Chandler School in Pasadena, California. On June 16th, the school will celebrate Mr. Stephens' career and the impact he has had on the lives of so many.

The Chandler School was founded with a vision to provide young students with innovative, inspired academic programs taught by caring, dedicated faculty and staff. Under Mr. Stephens' guidance, the Chandler School treats each child as an individual and strives to create an environment in which children develop self-esteem and self-discipline, as well as respect for their fellow students. As headmaster, Mr. Stephens, has expected high standards of

May 24, 2001

behavior, courtesy, and academic performance from each child who has come to his school, and has fostered a scholastic atmosphere that encourages curiosity and creativity.

In addition to serving the academic community, Mr. Stephens has served as an associate pastor for the St. George's Episcopal Church. He has also participated in a wide range of civic duties, by assisting as a member of the Tournament of Roses Association and serving on the board of directors for a community housing project.

Our community gives heartfelt thanks to Mr. Stephens for his lifelong commitment to education and his ongoing dedication to public service. He is an asset to our community, and I want to thank Mr. Stephens for his years of hard work and selfless dedication and congratulate him on a well-deserved retirement.

THE WATER ENHANCEMENT SECURITY ACT

HON. GARY A. CONDIT

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 24, 2001

Mr. CONDIT. Mr. Speaker, I join with Mr. CALVERT today in introducing the "Water Enhancement Security Act". This bill is the culmination of almost one decade of work by the Congress and the state Legislature, federal and state agencies and the California business community, agricultural and urban water districts and environmental groups.

For years, the water system in California seems to have been "broken"—our main water system, the Sacramento-San Joaquin River Delta and San Francisco Bay has been in a state of crisis due to conflicts between environmental protection, water use and water quality. In a state where we seem to either feast on water or famine without water, the drought of 1987–92 demonstrated just how vulnerable California is to water shortages, and the flood of 1997 demonstrated how vulnerable we are to the effects of flooding. Frequent conflicts between water quality, fish protection and water supply magnify the problem and demonstrate just how little "give" there is in our current system. With the state's population expected to grow from 34 million today to 59 million in 2040, the need to conserve, to better manage our existing supplies and to attain greater storage capacity is critical.

Despite the years of recognition by most Californians as to the need to attain these goals, no major achievement in our water policy had taken place since the 1960s, when, under Governor Pat Brown's leadership, the State Water Project was conceived. That was, however, until CalFed was formed in 1994.

In response to the water conflicts and the feast or famine predicament that we were under, the state and federal Administrations began talks, known as "CalFed". Over a period of years, 18 state and federal agencies have conducted hundreds of meetings, public hearings and negotiations with stakeholders regarding ways to better manage the Sacramento-San Joaquin River Delta for those who depend upon it, as well as ways to restore the Bay-Delta's ecosystem. It seemed